

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

S-E-C-R-E-T

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COUNTRY	USSR (Arctic)	REPORT		25X1
SUBJECT	Port of Arkhangelsk	DATE DISTR.		
		NO. OF PAGES	3	25X1
DATE OF INFO.		REQUIREMENT		
PLACE ACQUIRED		REFERENCES		

This is UNEVALUATED Information

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. [redacted] four or five naval vessels with cranes on the afterdeck in Arkhangelsk. The cranes were 30 to 35 feet high, reaching somewhat higher than the bridge. At the naval quay in Solombala, there were many small escort vessels lying side by side in groups of four or five. Just up from the naval quay, there was a group of barracks in which sailors were quartered.

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2. About 150 meters south of the gate to Sawmill No. 16-17 there was a shipyard for the construction of fishing dories. [redacted]

The boats were built in a long single-story wooden building that was aligned in an east to west direction. The north wall had eight double doors. Behind each door there was a boat under construction. In the yard outside the building there were ten finished dories. [redacted] There was no direct connection between the shipyard and the water. [redacted]

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3. In the area marked off on the accompanying sketch, there was a factory consisting of several large buildings. [redacted] four tall iron smokestacks, from which issued black smoke. On the roof, there were several steam escape pipes. Between the buildings, there were piles of loose stone. The stones were fairly even in size, each stone being about one foot in diameter. Near the factory, there were some large piles of coal.

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4. The streetcar from the pontoon bridge to Sawmill No. 16-17 consisted of two short red cars. The trip took about 15 minutes and the tickets cost 30 kopeks.

5. A long blue car departed from the same stopping place on the Solombala side, followed the track to Sawmill No. 16-17 for a short distance, then curved off to the right and continued on to the east side of Solombala. As soon as it was clear of the built-up area it went through some swampy land, and it did not stop until it arrived outside the factory. The line was single-tracked except for a passing section. [redacted]

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6. A plank-covered road cut straight across from the factory through Solombala toward Sawmill No. 16-17. On the south side of the road and parallel to it there was a narrow-gauge railroad. The width of the gauge was not more than 1.5 meters. [] a train on the line made up of an old locomotive with a two-man crew and about 10 cars with large cut timber (see sketch).

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7. The bridge between Arkhangelsk and Solombala was almost completed. It appeared that they were working on the bridge's road surfaces. Two large cranes were being used at the bridge.

8. [] several large automobile ferries in Arkhangelsk. Two of them were seen at Sawmill No. 16-17 where they were taking on a deck cargo of timber. Each ferry was about 200 feet long, 60 feet wide, with a draft of 12 feet. Forward, there was a large lifting device with elevators on each side. [] this device was hydraulic, as there were many pipes forward. Each ferry was motor-powered.

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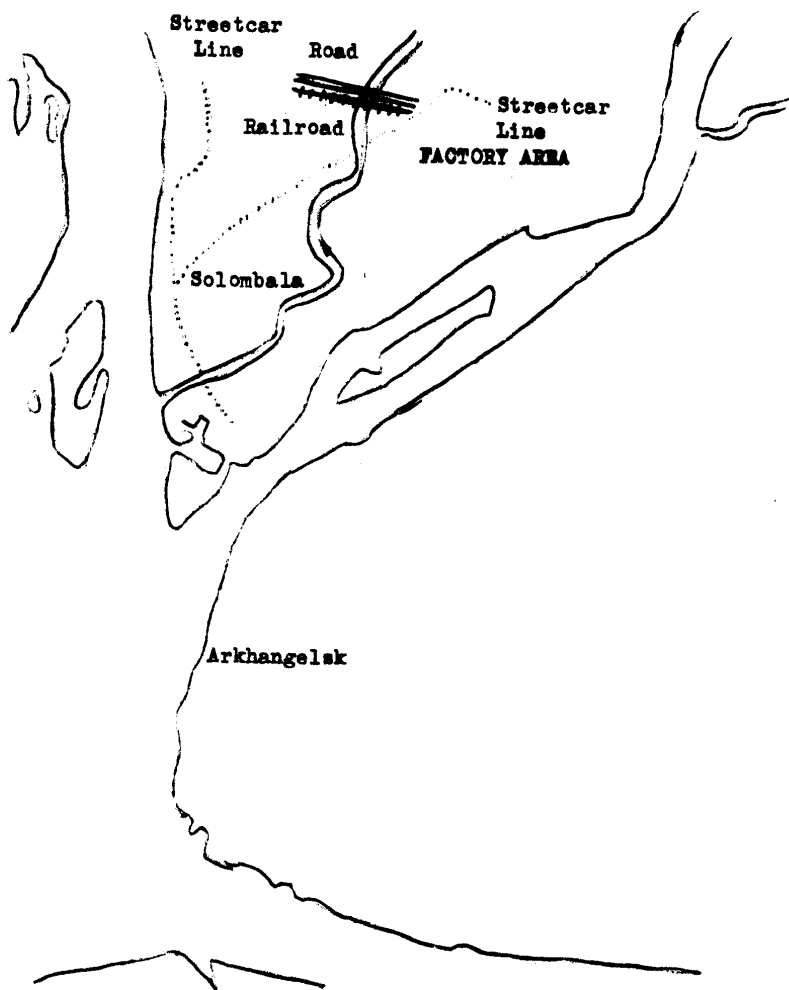
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Sketch of Arkhangelsk-Solombala Area:



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